മിസ്റ്റർ എ. ഈച്ചരമേനോൻ: എറണാകുളത്തുള്ള ചില കാപ്പിക്കടകളിൽ കള്ള വില്പനനടക്കുന്നു എന്നു ഗവൺമെണ്ടു് അറിഞ്ഞിട്ടു് എന്തു ചെയ്തു?

മിസ്റ്റർ പി. വി. റാഫേൽ: കാപ്പിക്കടകളിൽ കാപ്പിയായിരിക്കും വില്പനനടത്തുന്നതു്.

മിസ്റ്റർ എ. ഈച്ചരമേനോൻ: അതിനെപ്പറ്റി ഈ കൌൺസിലിൽ പറഞ്ഞിട്ടും ഗവൺമെണ്ടു് ഇതുവരെ യാതൊന്നും ചെയ്തിട്ടില്ല.

മിസ്റ്റർ കെ. എസ്സു്. പണിക്കർ: ചക്കരക്കള്ളു് ബ്രിട്ടീഷിൽനിന്നു കടത്തിക്കൊണ്ടുവരുന്നുണ്ടെന്നുള്ളതു് എക്സൈസ്സു് ഉദ്യോഗസ്ഥന്മാരുടെ ശ്രദ്ധയിൽപെട്ടത്തീട്ടു് അവർ ചാർജ്ജുചെയ്യാതെ പുണ്ടിക്കാണിച്ചുകൊടുത്തവരെ ഭയപ്പെടുത്തുകയാണു് ചെയ്തിട്ടുള്ളതെന്ന വിവരം ഗവൺമെണ്ടിനറിയാമോ?

മിസ്റ്റർ പി. വി. റാഫേൽ: ഇല്ല.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli):* Was there not a resolution passed by the Association of Tappers in Anthikad recently bringing this point to the notice of the Government?

Mr. P. V. Raphael *(Joint Secretary to Government):* I want notice.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli):* The point is that the Excise Officers are not taking proper steps to prevent this inspite of the fact that they are pointing out this smuggling to them?

Mr. P. V. Raphael *(Joint Secretary to Government):* It has not come to our notice. If it comes to the notice of the Government we will take necessary steps.

TOKEN MOTION—*(cont.)*

Rs. 100 under "28—A—Civil Engineering" for the construction of the Chalakkudi-Anamalai Road.

Mr. President: The House will now resume discussion on the token motion for the grant of a sum of Rs. 100 under "28—A—Civil Engineering" for the construction of the Chalakkudi Anamalai Road.

Mr. A. B. Salem *(Mattancheri):* Sir, I must now congratulate the Government in tackling this question once again. As one who has been actively connected with the administration—not as an officer but as a looker-on and a critic—I have had the advantage of knowing that this scheme was a scheme on which Sir Joseph Bhore once told that he would stake his entire reputation on it. Nevertheless what do we find? Yesterday's speech from the Chair was a running commentary upon the administration of Cochin for so many years for allowing this scheme to lie safely in the archives of the Secretariat. And it is seen that it was a most beneficial scheme, a

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scheme that would spell prosperity all over the State. Nevertheless we find that with officers as heads of administration who are still in the country, with men in the Secretariat with great experience, they have not brought out this scheme to be handled, once it was shelved in Sir Joseph Bhore's time. What is the reason? Here is a first class scheme that has been mooted and simply laid aside. Nobody cared about it for all these years, till 1939 when the scheme again came up for consideration at the hands of your predecessor—Diwan. Why was it then again dropped? It was dropped because the necessary guarantee for the success of the scheme was not forthcoming. That was given as the reason for again shelving the question. Now it stands to reason to ask the question why is the scheme not allowed to go through three successive regimes or rather four. The reason is, Sir, whenever the administration changes in Cochin or rather whenever the Diwans change, the whole colour changes. All that the previous Diwan did is not of much consequence. When the next Diwan comes there is no continuity of policy adopted in the State. It is for that reason that we have been crying here that we want a responsible government with continuity of policy.

Mr. President : I don't think that this is the time for saying that. Why not come to the subject proper ?

Mr. A. B. Salem *(Mattancheri):* Now the result is we get an irresponsible Diwan and then the things come on like this. But under a system of responsible government all these questions would have come up in continuation to be tackled by Government. Now, Sir, what is the guarantee that you have got? These are the only questions that remain. As for the benefits of the road and the necessity of the road and the success of the scheme, I have no doubt. When Mr. Walmesley who has been in the State for a long time gets up to say that he does not want to cry over the spilt milk, he means much more than what he said. From that alone we understand that from a financial aspect this scheme would be of benefit to the State at large and is bound to be a success. But, Sir, the question remains. When the question of electricity supply to the State was first mooted out the cry came that this concern must remain in the hands of the people of Cochin. Otherwise we stated that it would be a continuous drain, for ages to come, of money that ought to go into the pockets of Cochin people, going outside. That is one of the reasons which weighed with some to shelve this question. Because the time has not yet come when we shall have in the country many Mathais who would go and delve into the soil. The time is not yet ripe.....

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Mr. K. R. Viswambharan *(Ezhuvas-Talappalli):* We have got only one Mathai.

Mr. A. B. Salem *(Mattancheri):* Yes, only one Mathai. We want more Mathais. We expect that these lands should be available for our own people in the fullness of time to tackle and benefit. I am not one who would say that it is not in the interest of humanity at large to leave any part or any tract of land undeveloped in any part of the world. But situated as we are at present with, what shall I say, the evils of nationalism rampant in the thoughts of men, we say that a certain territory should be developed or should be in the hands of particular kinds of people. Otherwise, if human considerations alone are taken into account, then I would vote with Mr. Mathai to say that if the people of the country will not develop a portion of land and there are others who would develop it and give some benefit to the people of the land, that scheme should go through; but it is always necessary to think that if I have got a house and the house is unoccupied by anybody, that will be no reason for any other man to say that this house is lying unoccupied and therefore let me occupy it?

Mr. President: If he pays rent.

Mr. A. B. Salem *(Mattancheri):* Yes, if only he pays rent. But there will be a further argument "you are not getting anything, the house is vacant, why not you allow me to occupy it?" I say that kind of attitude would be no answer. Therefore, if it is possible in developing this tract, give all the lands that could be developed, if possible, by reserving it for Cochinites. That would be the best thing. But in the near future, I think, the question of partnership between the British people and the Indian people will soon be within the realms of practical politics. The days of domination are all over. The days of partnership are very near. Therefore there would not be much point in dividing the two people who are about to amalgamate. Naturally, with all the recent events of war that are taking place, I think such an amalgamation is imminent in which case the cry that this should be specially reserved and never be allotted to be exploited by others would fall to the ground. I would submit that when this question was considered at the time of Sir Joseph Bhore the question of the Adirappilly waterfalls was also being tackled along with this. Practically speaking, I think there was an estimate also prepared at the time of Sir Joseph Bhore and lying in archives of the Secretariat. His Highness the abdicated Maharaja who visited the spot was very keen to have it put into practice and the matter was, as a matter of fact, ripe for execution at that time. But I do not know the reason why those two big schemes were dropped.

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Mr. A. Eachara Menon *(Chittur-Rural):* Finance.

Mr. A. B. Salem *(Mattancheri):* There was plenty of money for many things. We had plenty of money for all things that we want. We had 200 lakhs which we spent upon Harbour afterwards. Sir, rosy pictures when set before you, I would give a caution, must be scrutinised, shall I say, microscopically scrutinised. It is our experience here that when the Harbour schemes were mooted and our reserves to the extent of over a crore were all utilised for the purpose, it was stated here that we would get a large return. Except from the customs the return from other sources did not show any progress. The Harbour authorities were reduced to the extent of saying that we are not even able to pay interest on the debts incurred on account of the Harbour and therefore some arrangement must be made in order to get through the financial difficulty. As our friend the Finance Member here knows very well in detail about these matters it is not necessary for me to dilate upon it. Therefore in all these matters to get a possible return in the future after spending 8 lakhs of rupees we have to consider it very carefully with caution. One other thing which grieves me to say is that while we in Cochin are suffering from mosquito attack and when we ask the Government not to advance any money, but just to give us a guarantee, Government could not look at that.

Mr. M. D. Narayana Ayyar *(Offg. Chief Engineer):* What are you referring to ?

Mr. A. B. Salem *(Mattancheri):* What I say is, now Government are themselves spending about $8\frac{1}{2}$ lakhs of rupees for financing this scheme, while at the same time Government refuse to give us a guarantee for the amount to be spent on a scheme which is vital for my constituency.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli):* Is it the Koovappadam scheme ?

Mr. A. B. Salem *(Mattancheri):* Yes. Koovappadam, the foreshore improvement and the like. We never ask the Government to give us money for the execution of these schemes.

Mr. V. J. Mathai *(Planters):* Where are we ?

Mr. A. B. Salem *(Mattancheri):* You want only to plant. You do not know anything about our difficulties.

Mr. President: The hon'ble member would do well to confine to the subject-matter.

Mr. V. J. Mathai *(Planters):* On a point of information, what is the distance in miles from Chalakkudi to Cochin ?

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Mr. A. B. Salem *(Mattancheri):* After being a planter for so many years, if you do not know the distance from Chalakkudi to Cochin, I am very sorry. I cannot help that. I am not here to instruct you upon the distance from Chalakkudi to the Harbour. I am here only to address the Chair and to say what I have to say on the floor of this House, and incidentally if I can do something to my constituency, I will do so.

In all these matters, therefore if you want to have our support in order that all parts of the country should develop, you must also help us in our cause. We are going to support this scheme in the interests of the whole State at large. I have great pleasure in supporting this scheme and in congratulating the Government for bringing forward this scheme at least at this belated stage.

Mr. T. A. Ramachandra Ayyar *(Nellayi):* I am not very good in speaking English though I am a good Malayalam speaker. I would like to speak in a language which the President can understand. The President does not understand Malayalam. So, what I propose to do is to write out my speech as I was doing during the time of Mr. Herbert.

Let me first of all congratulate this Government for bringing this token motion before this House. This motion is in my opinion a token of a changed mentality on the part of Government. It is in refreshing contrast with Government's previous attitude in several important matters. When this Government decided to spend about 10 lakhs of rupees for the construction of the High Court buildings it never had the decency or the courtesy or sense of constitutional propriety to consult the wishes and opinions of this House.

Mr. President: I am afraid I have to take exception to that statement, because it is unparliamentary.

Mr. T. A. Ramachandra Ayyar *(Nellayi):* I withdraw it.

It is the wisdom and sense of fair play of our beloved Ruler which saved the country from the consequences of this ill-conceived scheme. Again when Government handed over the finances of the State—I mean our treasuries—to a foreign bank, this House was kept in the dark about that scheme and its details and when this House picked up an occasion to discuss that matter, Government threw at our face the statement that Government and Government alone are responsible for the consequences of the scheme and this House has never to do anything with it. In this matter also let us hope and pray that the wisdom ruling us today will unsettle what has been so unwisely settled.

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When, therefore, I found in the Agenda a token motion in the name of the Government Secretary which seeks the opinion of this House on a major scheme like the Anamalais-Chalakkudi road, all my political consciousness surged within me with delight. *(Hear, hear).* Here is a change on the part of the Government which, I hope, this Government will keep up. I can assure the Government that if confidence is reposed in the representatives of the people they will return it in ample measure.

I claim, Sir, to be especially qualified to offer a few remarks on the subject before this House. Barring perhaps the Conservator of Forests and Mr. Walmesley, I believe I have had more to do with the forests of our State than any other hon'ble member of this House. For the last many years in my capacity as an agriculturist, as a contractor and as a businessman I have travelled extensively in the forest regions. You may not be aware, Mr. President, that in one of my sojourns in the forest I had occasion to enter into a small duel with a tiger from which by God's grace I came out victorious and with flying colours, and that tiger is even now imprisoned in the Museum.

The opening up of the Anamalais-Chalakkudi road is in my opinion a work which ought to have been taken up by this Government long long ago. The Hon'ble Member for Cranganur who hails from the backwater areas does not seem to see the immense potentialities for good contained in this scheme. That is why he asked yesterday wherein lies the urgency of the scheme. This question can be put to Government at any time the scheme is brought forward. I would rather put the question in agreement with my friend Mr. Walmesley, why did you delay so long.

Apart from the financial prospects which from the President's elucidation is surely very bright and apart from the employment which the work is going to give to thousands of the poor, the work if completed will open up new vistas of enterprise and business to our people. The one problem facing our State and which has been poignantly brought to our notice by the Japanese war is the shortage of the paddy produced in our country compared with our needs. It has been stated that the paddy produced in Cochin will be sufficient for about 5 months only in the year. Without any industrial development and without any other important source of income this state of affairs is very deplorable. The object, therefore, of genuine statesmanship should be to open up more acres to be brought under paddy cultivation. Since I think that this road will bring large

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tracts of now unused soil under paddy cultivation, every well-wisher of our people should welcome this scheme.

Secondly, the problem of the great density of population in the inhabited region of Cochin which is said to be as great as in Belgium will be relieved by providing more homesteads to our people. Here is a scheme which if properly and wisely handled by the Government will provide home for the homeless.

Thirdly, I think new kinds of cultivation can be tried, if the high altitudes of the ghats are made available for agriculture. There is no person in the State who today does not eat limes and oranges. All the stock which we now consume are imported. I can tell this House from my experience that these fruits can successfully be cultivated in our mountain areas. Some other speakers referred to potatoes also. So that this scheme is going to add at least three items of valuable food products to the production of our State.

To those who know anything about commerce I need not point out the increased commercial prosperity which is likely to flow on account of direct road connections between Chalakkudi and such commercial centres as Pollachi and Coimbatore. It is likely that Chalakkudi which is even today a somewhat important place may become an important trade centre like Pollachi and Coimbatore. Linked as Chalakkudi is with the other parts of the State, by rail, road and water, the prosperity of Chalakkudi is likely to enure for the benefit of the whole State.

I agree with Mr. Devassy that the road should not stop at Chalakkudi but should extend to the canal at Mala. The Hon'ble Minister will bear testimony that the landing place at Mala is one of the most natural and convenient inner harbours in the State. So, if the road is extended to Mala, we get direct water connection with our Harbour.

In assigning new lands which will be available by the opening up of the road, let me at this early stage strike a note of warning. Anyone who has got some experience of these matters knows that assignments are often made in large blocks and to the wealthy people. This practice should be condemned. As wide a distribution of the benefits of mother-earth should be made as possible. I would suggest that the Russian example in Poland of 5 acres and a cow be followed. Land fit for paddy cultivation should be assigned in blocks of 5 acres and no one individual should be given more than one block. It may be that if this plan is followed Government may not be able to sell all the lands immediately, for the poverty of our people is proverbial, and those who have money are only the money-lenders, high Gov-vernment officials, Princes and merchants. It will be a national

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disaster if agricultural lands go into the possession of such people. They alone have money and it is likely that if the orthodox policy of assigning to the highest bidder is followed they alone will get the land. The evils of rack-renting and absentee landlordism against which this House has been fighting with energy and vigour will follow. Therefore, if necessary, Government should without assigning the lands lease them out to *bona fide* agriculturists. I would also suggest that the value of the land so leased out be recovered from such lessees in instalments spread over 20 or 30 years so that at the end of the period the lessee will become the proprietor. Such instalments can be recovered as arrears of revenue. These suggestions of mine may be felt by the impatient occupants of the Treasury Benches as too early and unimportant. But I know from my experience of 17 years in this House that they are impervious to new ideas. Therefore I am giving out these things early enough so that by the time the assignments are to be made they may become old.

I should not be taken to mean that the 5 acre rule referred to by me is to be applied to lands intended for plantation, because I know that larger blocks are necessary for successful and economic planting operations. But I join chorus with my friend Mr. Ikkanda Warriar that assignments should as far as possible be made to to Cochinites. Mr. Mathai our new born planter well known for his internationalism would not have any such restrictions. I admire his nobility but deplore his lack of wisdom. In a country like Cochin where people are imbued with conservative ideas and not generally actuated by a sense of adventure and enterprise, as my friend Mr. Mathai is, it is the duty of the State to assume the role of the benevolent benefactor and raise the people by education, persuasion and mild compulsion if necessary to pursue new and more profitable walks of life. Such ideas of statecraft are gradually gaining ground even in democratic countries like those under the British Empire. Gone are the days of "*laissez faire*" and economic individualism. The result of the above doctrines of 19th century philosophers has been as has often been pointed out to allow the rich man to grow richer and the poor man to grow poorer. Let not our Government commit the fatal mistake of following the advice of the Member for Planters.

Mr. T. P. Poulose *(Kanayannur):* Sir, I support this motion. The figures given by the Hon'ble Diwan President make it abundantly clear that the scheme is full of promise from a financial point of view. Even assuming that these estimates are a bit optimistic there is a sufficient margin over and above what may be considered to be a reasonable return on the investment to make allowance for errors in the estimates. Even if the planters in the Anamalai Hills

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are not for sending their goods through this road the possibility of opening up agricultural lands, and lands fit for cultivation of tea rubber, etc., and the possibility of opening up new areas of forest lands wherein new forest wealth can be tapped alone would seem to be sufficient to justify this investment. But herein there is the possibility of getting a return by reason of the use of this road by the planters of the Anamalai Hills. All put together it is undoubtedly a sound financial proposition. I do not propse to add more to what has already been stated in justification of this scheme. In the course of the debate on the scheme two questions came up incidentally. One was with regard to the question of extending this road from Chalakkudi to Mala so that transport can be had through that road to Mala and through the backwater from Mala to the Cochin Harbour. It has been most vehementally argued that transport through this road is cheaper than through the railway, and that the Government will not be justified in encouraging the railway to the detriment of water transport and road transport. The argument was that free competition should be allowed between railway and water transport and road transport. Here we are not on the question how far it would be justifiable on economic or ethical grounds to encourage or protect railway against water transport and road transport. We have invested large amounts on the Cochin-Shornur Railway. After having invested large amounts on the Cochin-Shornur Railway the question is whether we are justified in spending further amounts on an alternative route. Mr. Devassy was arguing that if the railway can forego the income from Pollachi to Chalakkudi why not the railway lose the income from Chalakkudi to Cochin. I would respectfully submit to this House that we are not at all concerned with the income which can be earned from traffic between Pollachi and Shornur. This is entirely the concern of the railway. But we are vitally concerned with the amount that we can collect from the use of the railway between Shornur and Chalakkudi because that railway is our investment. So the question is whether we should after having invested large amounts on our railway spend money again for providing an alternative route. And that for whose advantage? Not for the advantage of the poor people of the State but for the advantage of the Anamalai planters. The whole question is whether we would be justified in spending money to find an alternative route from Chalakkudi to Mala and from Mala to Cochin Harbour for the use of the planters in the Anamalai Hills and that at considerable loss to our railway. I would respectfully submit to this House that that suggestion is unacceptable.

Mr. M. K. Devassy *(Adur):* Without interruption, if you can have the road from Anamalai Hills to Chalakkudi as a parallel route

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to the railway what is the difference of having six miles of road to Mala?

Mr. T. P. Poulose *(Kanayannur):* I explained that we are not interested at all in the return that the use of the railway will yield between Pollachi and Shornur. We are concerned with the yield from the railway between Shornur and Cochin.

Mr. President : The road from Chalakkudi takes the traffic away from the railway whereas the road from Anamalai has got the reverse effect.

Rao Sahib I. N. Menon *(Director of Public Instruction):* I think in the transport of goods from Mala to Ernakulam by water it would be absolutely necessary to face the Travancore customs.

Mr. T. P. Poulose *(Kanayannur) :* Now part of the goods that is coming from the Anamalai Hills is sent to Calicut. But by the construction of this road if we have to forego the income from the use of the railway from Shornur to Chalakkudi we will be getting additional goods for transport from Chalakkudi to Cochin, because the goods that would otherwise be sent to Calicut would be transported to Chalakkudi through this new road and from Chalakkudi to Cochin by the railway. As there is no road now to Chalakkudi part of the goods is being sent to Calicut. All those goods will be sent along the new road to Chalakkudi and after they reach Chalakkudi we will get those goods also for the railway, which we are not now getting. So the argument that because we are foregoing the income between Shornur and Chalakkudi we should forego the income from Chalakkudi to Cochin is not a tenable argument.

As the Hon'ble Member, the Director of Public Instruction, has pointed out there is the difficulty that the goods have to pass through Travancore territory if they are to be transported through the backwaters and there are the inconveniences of passing through a customs house.

Mr. M. K. Devassy *(Adur):* Whose concern is it?

Mr. T. P. Poulose *(Kanayannur):* Of those who transport the goods. But those things will affect the revenues of the State?

Mr. M. K. Devassy *(Adur):* It affects the transporters.

Mr. T. P. Poulose *(Kanayannur):* Then coming to the next point which was incidentally discussed, *viz.*, the question of assigning these lands, I am one with Mr. Warriar in the demand that as far as possible lands which can be taken up by the people of this State must be assigned to them or leased to them.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* On a personal explanation, Sir. Two members have been saying that I am for

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assigning these lands to Cochinites only as far as possible. I never said that. According to me not a single inch of land should be given to the outsiders.

Mr. T. P. Poulose *(Kanayannur):* I have not misunderstood him. What I said was that to that extent I am fully with him. It was suggested, I think by the Hon'ble Secretary, that for a period of four months the Government would wait.

Dr. A. R. Menon *(Minister for Rural Development):* That is only given as a probable period. Nothing definite.

Mr. T. P. Poulose *(Kanayannur):* I would suggest that a period of four months is too short for the people of the State to come and take assignments of the land. At least you must wait for two years. They should also be given easy terms of paying in small instalments spread out over a long period. If we allow these terms to the people I think a major portion of, if not all, the land will be taken by the people of the State, and the complaint that there is a possibility of foreign capital being invested in the State and eventually the income derivable from the investment being taken away by foreigners will no longer arise.

Mr. K. Ayyappan *(Ezhuvas-Kanayannur):* I whole-heartedly support this resolution. I want only to say a word about this Mala Road controversy. There is no necessity to raise it now. Let the road come as far as Chalakkudi. Then it will be a matter for the Road Board. There is already a road from Chalakkudi to Mala. That may be widened and metalled. I do not think the Government will object to the passing of the traffic through that road. Let the railway and the road compete.

Mr. President: I have to mention one point. One of the terms is that the company should take the goods, tea, rubber, etc., by railway to the Harbour and by no other means. The transport to and fro should be by railway. If the railway company delays the goods unduly or raises the freight they can adopt alternative route. But for other purposes they can use the road. The company's goods they must take through the railway.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Is it a condition stipulated by the company or is it a condition proposed by the Government?

Mr. President: By the Government.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* We are suggesting to the Government that they can insist upon that on certain conditions, provided there will not be sufficient traffic this way. Why should the Government make it a condition on them?

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Dr. A. R. Menon *(Minister for Rural Development):* So that the railway may get the benefit.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* That is to share the profit with the South Indian Railway Company.

Mr. President: The Secretary to Government will explain these things.

***Dr. A. R. Menon** *(Minister for Rural Development):* Sir, While I did not wish to take part in this discussion I wanted to explain and clear certain doubts. There was a proposal to extend the road from Chalakkudi to Mala and to make it a first class road. Of course, at that time the idea of these roads did not materialise so that a good portion of the timber and other traffic may be diverted through Mala to the Harbour. Now the agreement is only with a company and not with the general public. Other people and other concerns may transport their goods through the Mala road. Only the goods coming from Anamalais have to be transhipped through the railways. Apart from that there will be a good volume of trade through Mala, and Mala, as somebody observed, will become one of the best inland ports with all the necessary facilities. I have no doubt that Mala in course of time will also become an important commercial centre. It is only right that the Government should insist upon the companies to transport these goods through the railway. After all is said and done this an additional income that we are going to get. All these goods are being transported mainly to Calicut. Therefore this is an additional income. My submission is that even with the advent of this road and with the arrangements that the Government propose to enter into with the companies the traffic on the Mala road is bound to increase; and we are very anxious that the inner port should be developed. We have done a lot—I mean the Panchayat Department has done a lot there as the Member for Adur will bear witness—and Mala has become as good a landing place as the Ernakulam landing place and I foresee the possiblity of the great commercial enterprise being established in the place. The Mala road will have a purpose and the Mala inner Harbour will have sufficient work to handle goods other than the company's goods. That question need not cause much worry to us. Therefore, we are getting double profit.

Mr. T. K. Nayar *(Pazayannur):* In that case the Government will have no objection to extend this road to Mala. The contract with the company remains.

Dr. A. R. Menon *(Minister for Rural Development):* The company will not be allowed to take its goods through Mala. There is a third class road there already. Therefore, there is no

*Speech not corrected by the hon'ble member.

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need to be very anxious about Mala. I am convinced that Mala will become an important commercial centre in spite of the arrangement that the Government propose to enter with the company.

The only other point that I want to advert to is this. Apart from the time given it would be essential when we give the land to the people to make them pay in long instalments. Otherwise, I am fully convinced that no Cochinite will be able to avail himself of the opportunity offered by the Government. The people of Cochin are very poor, except some half-a-dozen people like Mr. Sait. All the others are having a hand-to-mouth existence. Unfortunately, we do not know how to conduct a joint-stock company also. Every Director thinks that it is his privilege to deceive his partners. That is a national weakness because we have not done business.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* We protest against that statement.

Dr. A. R. Menon *(Minister for Rural Development):* Therefore, it is essential that the Government should come forward and extend the period of the purchase money for 15 or 20 years. If we do that I have not the least doubt that a number of people will take to land and it will be a glorious future to the country. A few days ago I wrote an article saying that the only way to solve the economic problem in this State is to open up our own forests. This idea never entered in my mind. There is no available space even for houses in this State and all those problems will to a very great extent be solved by the proposal now adumbrated and placed before you for your acceptance. I do not think that any greater work can be done with the small amount that we spend on this. I am sure the House will unanimously accept the proposal of the Government.

Mr. A. B. Salem *(Mattancheri):* May I put a question, Sir? If you make even instalments to be paid by those poor people for a long period, how are they going to pay if they have no money?

Dr. A. R. Menon*(Minister for Rural Development)* : That will enable them to pay smaller amounts. As somebody observed, here larger taxes must be taken for plantation purposes and nobody will be able to pay the amount. The Government is not losing anything. If the party does not pay, it is all the better. Government will lose nothing.

Mr. N. Govinda Pai *(Nominated):* I have great pleasure in supporting this motion. After the opening of the Alwaye

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Munnar Road, if I can speak from experience, I have found that the volume of trade in Mattancheri has increased to a very great extent. *(Hear, hear).* Much of the supplies that were made by the Pollachi market to these estates by other ports and towns are directly now made from Mattancheri through Alwaye and it has added very much to the prosperity of the town of Alwaye as well as of Mattancheri. I am not going to enter into the very intricate and controversial points that have been thrashed out on the floor of this House. I am sure in course of time and by the force of the arguments that have been pressed, these matters are bound to be solved by mutual adjustments. But I only want to add that this is a sure factor of this question. I am speaking of normal times, not of abnormal times. We find now that by the opening of this road the prosperity of the port is bound to grow, and indirectly of course by the introduction of the taxes that we have got now, like the new Income-tax, the Super-tax the Excess Profits-tax and so many other taxes that are in the embrio, the coffers of the Government would also grow to a very great extent. So I have very great pleasure in supporting this motion.

Rao Sahib K. Achyuta Menon *(Secretary to Government):* Mr. President, Sir, It is a source of great gratification to the Government to find that their decision to embark upon this scheme has received almost universal approbation of the members of this House. I do not think it is really necessary for me, speaking on behalf of the Government, to enter into a lengthy speech, by way of reply. All that is necessary is to advert to some of the leading considerations that have been urged upon the attention of this House. After disintegrating some of the irrelevant matters, there remain only three things which have been pressed upon the attention of the Government. One is what I may call an ante-road consideration, Another is the post-road consideration and only one which is intimately connected with the actual road itself, that is the Mala affair. When I refer to the consideration which was urged by way of caution upon the Government—the possible effect of a denudation of forest upon the rainfall of the country, a consideration urged by the Hon'ble Member for Cheruthuruthi, it has been very well answered by the Conservator of Forests. In the first place, the part played by the forests, upon the rainfall is still a matter of controversy. Assuming that it has a great effect upon the rainfall, the Conservator has already given an assurance that intermediate areas between raised tracts, that is the acreage which lies at the commencement of the road and the plantation area, which will be open to forest exploitation, will be worked in the same manner as

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our forests are worked. That is to say, without trees being felled wholly, or in an irregular fashion. So that there is no danger on that account at all.

Then the post road consideration, that is the disposal of these tracts after they have been opened up. Government are at one with the hon'ble members of this House that as far as possible, preference should be given to Cochinites in the matter of giving these lands on lease. The consideration urged upon the Government will always receive the attention of the Government. But the only thing is that there is a small difference and that is the extent of time for which the offer should remain open to Cochinites. That is a matter of detail. But speaking on behalf of the Government, I can say that all reasonable facilities will be afforded to Cochinites for taking these lands. But it will be very difficult to go to the same length as the Hon'ble Member for Cheruthuruthi goes. After constructing the road and after incurring the capital expenditure, he would still have us enjoy the spectacle of all these areas lying waste if there is no Cochinite coming forward with the requisite amount of capital to purchase these lands. That is neither logic nor economics. My submission is that preference should be given to Cochinites. All reasonable facilities should be given, and so far as my informal enquiries show, there is no difficulty in getting sufficient Cochinites. The danger is the other way. There would be Cochinites who will be prepared to pay even without the aid of the instalment system. There are Cochinites with the requisite amount of capital who will be prepared to take up these lands. Facilities will be given and Government would be giving the best consideration to that part of the arguments advanced to them by the members of this House.

Mr. A. B. Salem *(Mattancheri):* Why not form large Co-operative Societies ?

Rao Sahib K. Achyuta Menon *(Secretary to Government):* All these are matters of details. The President in his opening statement said that it will be a condition precedent that Cochinites will be given a reasonable amount of time within which they can get themselves prepared. We are agreed on the matter.

Then the only other point which is directly connected with the road is the Mala affair. The extension of the road to Mala is not so simple as the hon'ble members seem to think. In the first place, we are embarking upon an estimated capital expenditure of 8·6 lakhs it must be a financially sound proposition. We expect a reasonable return from it without injury to our financial interests. Can we embark upon a scheme of that magnitude—gain by one hand some amount and lose by the other hand what you are already getting ?

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A great mistake made they say was about the traffic by the railway which was not our concern. It is our railway, managed by the South Indian Railway Company and the trade which goes by the railway benefits our coffers. The railway earnings do form a considerable portion of our budgetary revenues. With respect to the incomes, the bulk of it comes to us. Only 1/5 of the surplus goes into the hands of the management, the rest 4/5 comes to us. So that by diverting all this trade, to our railway, there are two capacities in which we stand to benefit. One, as the owner of the S. I. Railway from Chalakkudi or Shornur up to the point where the Harbour Railway begins and then the port revenues up to the end of the Harbour. So that the increased gain is both in our railway earnings and in the share of the Harbour revenues. The loss will be both to the railway and to the Harbour, if we insist that the Mala road should be extended and trade should be taken that way.

Mr. A. B. Salem *(Mattancheri):* Are we to understand that 4/5 of earnings of the railway comes to us ?

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* Two per cent is deducted as working expenses, 2 per cent guaranteed minimum is deducted, then there is the surplus, out of that 4/5 comes to us.

Rao Sahib K. Achyuta Menon *(Secretary to Government):* The bulk of it comes to us.

Rama Varmha Tampuran *(Comptroller of Finance and Accounts):* It is like this. Suppose the gross surplus is *x* Rs. working expenses *y* Rs. *x—y* is the earnings. Out of that, deduct 2 per cent on the capital expenditure we have incurred on the railway. Then there is the balance. Of that 4/5 comes to us.

Rao Sahib K. Achyuta Menon *(Secretary to Government):* So that, the hon'ble members will realise the position. There may be a point in saying that the boat-men might benefit. Look at the small benefit compared to the great loss upon the earnings. Then again, transport coolies of Chalakkudi are alsobenefited. A large number of labourers will also be benefited. Thus Chalakkudi will grow in importance. If Chalakkudi grows in importance, a good deal of trade will also be diverted to Mala, which in turn would grow in importance. The Hon'ble Minister alsoagrees with me in that matter. Why should we insist upon the goods from Anamalais being taken to Mala and introduce complications where none exist now in an otherwise perfectly good system ? We cannot accept that position now. The customs complications also exist.

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Mr. A. B. Salem *(Mattancheri):* No customs complications exist.

Rao Sahib K. Achyuta Menon *(Secretary to Government):* I only refer to the fact that part of the waters is interstatal and portion of it non-statal. Take it for what it is worth. When we are agreed upon the absolute utility of the road, I think the House will unanimously pass the motion.

Mr. President: We are, and I personally am, gratified at the hearty reception this proposal has received at the hands of the hon'ble members. Government have heard the various views put forth by the hon'ble members and I can assure the hon'ble members that all these views will be carefully considered in connection with the working out of the details of the scheme. Though it may not be possible to adopt them all at once, still very careful consideration will be given to them and I do admit the desirability of going forward as soon as possible with this very promising undertaking.

Token motion put and carried unanimously

LEGISLATIVE BUSINESS—GOVERNMENT BILLS

1. The Cochin Income-tax Bill

Rao Sahib K. Achyuta Menon *(Secretary to Government):* I move that the Cochin Income-tax Bill be taken up and passed.

Mr. M. Sivarama Menon *(Advocate-General):* I second it.

Motion put and carried

2. The Cochin Irrigation Act (Amendment) Bill*

Rao Sahib K. Achyuta Menon *(Secretary to Government):* Sir, I move that the Cochin Irrigation Act (Amendment) Bill be read in Council.

Mr. M. Sivarama Menon *(Advocate-General):* I second it.

Motion put and carried

Secretary to the Council: The title of the Bill is "The Cochin Irrigation Act (Amendment) Bill".

Rao Sahib K. Achyuta Menon *(Secretary to Government):* I request that the Presidedt may be pleased to suspend S. O. 32.

Mr. President: The S. O. is suspended.

* Appendix III.

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